*** FOR COMPETITION USE ONLY per US EPA regulations***

Factory Pipe
Bill of Materials
701 WaveBlaster Dry Pipe

Item#	Qty.	Part Number	Part Description
1	1	COMCST0400	701 SuperJet dry manifold, black
2	1	COMASM0842	701 Blaster dry chamber assembly (includes items 2a-2g)
2a	1	COMCH70111	701 Blaster dry chamber only
2b	1	COMHOS0093	3 2" Silicone coupler (2-3/16")
2c	3	COMFTG0030	1/8" NPT x 3/8" 90 Deg hose fitting
2d	1	COMHOS0029	3/8" x 20" Waterline Clear
2e	2	COMCLP0010	#06 SS Hose clamp (3/8")
2f	1	COMCLP0045	#400 High torque clamp (3-1/2")
2g	1	COMCRB0150	177.5 or 175 or 180 Mikuni main jet
-	1	COMASM0841	Blaster dry hardware kit (includes items 3-25)
3	1	COMBRK0218	Blaster dry cylinder bracket
4	1	COMMNT0052	#J-11729-190 Lord mount
5	1	COMFAS0095	3/8"-16 Nylock nut S.S.
6	2	COMFAS0086	3/8" Flat washer w/1" OD S.S.
7	1	COMASM0150	Blaster Ltd. mount assembly
8	1	COMFAS0205	Fiber washer 1 2" OD
9	1	COMCLP0045	#400 High torque clamp (3-1/2")
10	5	COMCLP0010	#06 SS hose clamp (3/8")
11	1	COMGAS0050	701 Yamaha manifold gasket
12	1	COMFTG0110	Side squirter (3/8" hose)
13	1	COMFAS0100	3/8"-16 x 3/4" Hex head bolt S.S.
15	2	COMFAS0045	10mm x 1.25 x 20 Flanged head cap
16	2	COMFAS0036	8mm Flat washer S.S.
17	1	COMHOS0085	2 2" Silicone coupler (2-3/4")
18	1	COMHOS0082	2" Silicone coupler (3")
19	1	COMGAS0235	337 Buna N o-ring
20	2	COMCLP0021	#250 High torque SS hose clamp (2")
21	2	COMHOS0046	3/8" x 14" Waterline
22	1	COMFTG0120	1/8" Vinyl cap
23	1	COMFAS0210	4" Plastic zip tie
24	1	COMFAS0046	10mm x 1.25 x 30 mm Flange head bolt
25	1	COMFAS0070	3/8" Ext. tooth washer SS
26	1	COMST70104	701 Blaster dry stinger

- **CHECK CONTENTS AGAINST BILL OF MATERIALS. REPORT ANY SHORTAGES WHERE YOU PURCHASED YOUR FACTORY PIPE.**
- **READ ALL INSTRUCTIONS CAREFULLY BEFORE STARTING INSTALLATION.**
- **CARBURETOR ADJUSTMENTS MUST BE DONE PRIOR TO RUNNING THE ENGINE WITH THIS EXHAUST SYSTEM.**

Factory Pipe
Instructions
701 WaveBlaster Dry Pipe

Remove the stock exhaust system and exhaust hose attached from the pipe to the waterbox. Retain the eight stock exhaust manifold bolts, two hose clamps from the exhaust hose, and the 3/8" black waterline. If you are going to replace your stock waterbox do so now, if not, do not remove it. Replace the stock Yamaha side squirter with the aluminum side squirter (item #12).

Thoroughly clean all gasket material from cylinder. Install the exhaust manifold gasket (item #11) using two of the retained manifold bolts and the supplied 8mm flat washers (item #16). Use Loctite 242 and thread these two bolts into the bottom two inside holes leaving just enough space to slide the manifold on.

Attach the stock waterline from the pump to the barbed fitting on the Factory Pipe manifold (item #1) and secure with a #06 hose clamp (item #10). Install the manifold onto the cylinder and secure with the remaining six retained stock bolts. Use Loctite 242 and torque all eight bolts to 18 ft.-lb. Install the 337 o-ring (item #19) into the groove in the chamber flange.

Install the cylinder bracket (item #3) in the two 10mm tapped holes above exhaust manifold on cylinder. Secure the bracket using the 10 x 20 flanged bolts (item #15), and torque to 28 ft.-lb.

Remove the stock left/rear 8mm fuel tank bolt (leave stock bracket in place) and thread in the Blaster mount assembly (item #7). Leave hardware on top of mount at this
Remove the hardware from the stud on the

time.
Unbolt the electrical box and move it to the right to allow room to install the chamber.

Slip the 3-1/2" clamp (item #9) over the silicone coupler on the chamber assembly (item #2). Spray the inside of the silicone coupler with glass cleaner or soapy water and slip the chamber assembly into the hull. Push the chamber onto the manifold making sure it is fully seated against the manifold.

Note: 1. Do not use any type of oil lubricant on silicone couplers. Use glass cleaner or soapy water only. 2. The silicone coupler should seat flush against the lip on the manifold coupler and the chamber, loss of performance may occur if not seated properly.

Slide the loose 3-1/2" hose clamp on the chamber so that it is 1/8" from the edge of the coupler. Rotate the chamber if needed to align it with mounting brackets and secure clamp. Reinstall the electrical box.

Install the rubber Lord mount (item #4) into the cylinder bracket with the threaded stud through bracket. Install the 1" O.D. flat washer (item #6) onto stud and secure with 3/8"-16 nylock nut (item #5). Place the fiber washer (item #8) between the chamber bracket and Lord mount. Secure chamber bracket to mount using the 3/8"-16 x 3/4" hex head bolt, 3/8" star washer, and 3/8" flat washer (item #13, 25, 6).

previously installed left/rear fuel tank mount

leaving the fiber washer in place. Slide chamber bracket onto stud (fiber washer stays between chamber bracket and mount) and resecure with the 3/8" nut and lock washer.

Slide the 2 2" and 2" couplers (item #17,18) onto the appropriate ends of the stinger tube (item #26) and lightly secure using the two retained stock clamps. Slide the two #250 hose clamps (item #20) over each end of the stinger and leave loose. Place the stinger assembly under the waterbox exit tube and slide coupler onto tube. Slide the other coupler over end of pipe. Adjust couplers so stinger tube fits properly and then secure all four clamps.

Cut the retained stock black waterline into a 12-1/2" long piece. Install the line from the stock cylinder head fitting to the bottom barbed fitting on the chamber near the 3-1/2" coupler and secure both ends with #06 hose clamps (item #10).

Install the 3/8" x 14" waterline (item #21) from the barbed fitting on the stinger end of the chamber to the previously installed side squirter and secure with #06 hose clamps (item #10). Install the 1/8" vinyl cap (item #22) on the cylinder head vent tube and secure with the 4" zip tie (item #23).

Double check that all hardware and clamps are secure and reconnect battery cables.

Recommended carb adjustments:
<u>These adjustments are for sea level on a stock engine with aftermarket flame arrestors.</u> Your specific adjustments may vary depending on modifications, fuel, altitude and other variables. Please consult a qualified technician if you are not familiar with tuning your carburetor.

1993-95 single carb
Main jet: 150
Pilot Jet: 125
High speed screw: 1 turn out from closed
Low speed screw: 1-5/8 turns out from closed
Needle & Seat: Stock
Spring: 95
Comments: Stock engine with flame arrestors

1996 dual carb
Main jet: 145
Pilot Jet: 75
High speed screw: 1-1/2 turn out from closed
Low speed screw: 1-1/2 turns out from closed
Needle & Seat: Stock
Spring: Stock
Comments: Stock engine with flame arrestors